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and for other purposes. After general debate, which shall be confined to the bill and shall continue not to exceed two hours, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Agriculture, the bill shall be read for amendment under the five-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted, and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit.

GENERAL LEAVE TO EXTEND

Mr. GARMATZ. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to extend their remarks on the bill H.R. 4527.

The SPEAKER. Is there objection to the request of the gentleman from Maryland?

There was no objection.

REMOVING FROM THE RECORD
CERTAIN MATERIAL

Mr. VANIK. Mr. Speaker, I ask unanimous consent to expunge from the permanent RECORD an extension of remarks which appeared under my name on page A1211 of the CONGRESSIONAL RECORD of March 16.

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

There was no objection.

ADDRESS BY HON. ROBERT E.
SWEENEY

(Mr. GILLIGAN asked and was given permission to extend his remarks at this point in the RECORD and to include an address by Hon. ROBERT E. SWEENEY, Representative at Large, from the State of Ohio.)

Mr. GILLIGAN. Mr. Speaker, I extend my remarks in the body of the CONGRESSIONAL RECORD and include therewith the principal address made by the Honorable ROBERT E. SWEENEY, Representative at Large from Ohio, on St. Patrick's evening at the banquet of the Ancient Order of Hibernians, in Cleveland, Ohio.

Mr. Toastmaster, your excellency the bishop, reverend clergy, distinguished public officials, officers and members of the Ancient Order of Hibernians, and lovers of St. Patrick—Irish and non-Irish alike. I am extremely honored by the invitation of the Ancient Order of Hibernians to address tonight's banquet. Being a product of an Hibernian home, the head of which once served as the national president of this great order, I am delighted to be your guest.

Tonight, we join ranks with the countless thousands throughout the world who commemorate an event which occurred some 1,504 years ago—the passing to his eternal reward of the Bishop of Armagh, the apostle and patron of the Irish race.

From Market Street in San Francisco to Fifth Avenue in New York, Irish and non-Irish march proudly shoulder to shoulder in commemoration of, and in honor of, a saint of God—and it is well that, in this day when the religious heritage of all of us is imperiled by the spread of atheist philosophy, that we stop and reserve such a day in tribute to a saint of such vast energy, unbending determination and broad vision—a veritable

maker of history, and a man who chose as his role in life to be a pioneer missionary in his apostolate in Ireland.

For in the day of St. Patrick, the world was engulfed in gloomy defeatism and it was the Bishop of Armagh who opened up new horizons to the church and won to the church a new people, whose native brilliance and radiant truth the Western World would realize within a few generations of his death, and whose mark would remain on the church and the world to the present day.

There have been many fantastic—but yet poetic—descriptions of St. Patrick down through the years, many patrician scholars have attempted to affect an understanding of this saint who freely styled himself as a "sinner most unlearned, the least of all the faithful, and utterly despised by many."

Here in the person of St. Patrick was found the most outstanding man of his century, a man born of misfortune, sold into bondage in his youth, and a part of a world in utter collapse,

According to St. Patrick's confessions, during the early days of his youth, while a slave boy in Ireland, he underwent his original spiritual experience, the discovery of his God—and it was in those early years that he developed the theme of his life, that for him, God was the beginning, the middle, and the end of all the supernatural.

It was St. Patrick's firm conviction that God had personally constituted him the apostle of Ireland, and in typical patrician simplicity in his confessions he spoke of his "certain belief that what I am I have received from God."

St. Patrick, noted for his missionary zeal, insofar as the conversion of the Emerald Isle was indeed a self-styled "poor exile for the love of God."

In this lovely self-description, we find revealed the true cosmopolitan character of a perfect foreign missionary and throughout his apostolate the Irish saint is revealed possessed of a courteous, magnanimous spirit by which he overcame adversity and converted Ireland. Which was then a barbarian land and which remained untouched by the classical rule of the Roman era in which he lived,

The greatest simple tribute to this venerable saint, who personally impressed his people to a degree perhaps unequaled by any other national apostle, is that unbroken bond that still unites him to his Irish people 1,504 years after his death.

For this faith of God is still cherished by the Celtic race, both at home in Ireland and abroad, and he enjoys unparalleled reverence scarcely excelled by that given to any other saint of antiquity. Is it any wonder, then, in the light of the accomplishment of St. Patrick, that on each March 17 in every celebration in his honor, Irishmen everywhere pay tribute to the spiritual heritage that flows to their race from St. Patrick.

Every Irishman knows that St. Patrick was an international citizen who had a sympathy for the sufferings of all people, regardless of national origin. And this gives easy explanation to why he went beyond the shores of his own homeland to adopt Ireland as his personal cause and to become the "exile for love of God" that he was.

St. Patrick could ill afford to be unmoved by the problems of the world of his day. He could ill afford to be passive in the face of the struggle between atheism and barbarism on one hand and theism and peace on the other.

He was a true example of Christian action. We say repeatedly in March 17 celebrations that ours is a spiritual heritage that flows to the Irish race from this saint of God. If, then, we are indeed the legatees of St. Patrick, worthy of this heritage, we will be active in defense of theism as it is attacked in our day and time. We shall condemn aggression and social injustice here at home

and in the world in which we live, as he did in his day.

We will not put territorial boundaries upon our charity and our concern for social justice, but will proceed to relieve the suffering and the want and the destruction that exists so apparently in the world about us. As Irish Americans, we will defend those Christian principles in our daily life as militantly as he would in his day. For we realize that Christian principles and traditions and cultures are under attack today by those who are irrevocably committed in support of Marxist-Leninist principles.

If we are worthy of the title of followers of St. Patrick, we will share a sympathy for those who are the victims of discrimination in our time. For, in the areas of social injustice, no people were discriminated against more in their day than those of the Irish race. And to be worthy of the heritage of St. Patrick, we must be willing to fight with unparalleled courage the economic and the political and the military battles of our country. We must be unwilling to give an inch when it comes to regarding as elastic those things that flow from the natural law of God. We must be understanding for we were once despised and rejected and discriminated against ourselves.

Remember well, the occasions of our suffering we Irish were a people that did not lose heart. But only fought the harder to succeed. We were always, and we pray God that we always shall be, loyal to the faith, never compromising its principles in order to gain acceptance in a materialistic society.

The ancient order of Hibernians, and all Irish-Catholic organizations of its like in the country on this St. Patrick's Day, proudly hail the accomplishments of the Irish race through the years—on the battlefields, in the struggle for freedom, in government, the arts, the professions, and in science.

But, as we sound the herald, let us face to the need for a greater sense of unity, to a greater all-encompassing charity, in an effort to foster that true missionary zeal. As we close this day dedicated to St. Patrick, a saint of antiquity so loved through the centuries, let us never lose sight of the true meaning of his life for us—let us not only thank God for his example, but pray sincerely for the grace to be inspired to imitate his ways.

Unto him
PERSECUTION OF THE JEWS IN THE
SOVIET UNION

(Mr. ANNUNZIO asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. ANNUNZIO. Mr. Speaker, I would like to say a few words concerning a resolution I have introduced, House Concurrent Resolution 177, condemning the persecution of the Jewish people in the Soviet Union.

We are now in the midst of the Jewish holiday of Purim. Throughout the world, the Jewish people are celebrating the anniversary of the fall of a tyrant who tried to destroy them.

That this ancient Persian dictator died on the very gallows he had constructed for the leaders of the Jewish community in his land should serve as a somber warning to any who would follow this vile path.

The fact, however, that these events occurred over 2,000 years ago in a distant Middle Eastern kingdom testifies to the dismaying regularity with which the vicious disease of anti-Semitism has infected humanity.

From Hamon, Prime Minister of Persia, to Hitler, Chancellor of Germany, is

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a span of some 24 centuries. Two very different men in two totally different cultures—yet both were afflicted by this same mania to murder a people who had contributed so much to civilization.

And now, once again, we are confronted with a similar spectacle in Soviet Russia. The Communist leaders have embarked on a ruthless campaign to destroy Judaism. While they have not actually set out physically to kill Russian Jewry, they are at least guilty of cultural genocide. They have deliberately attempted to eliminate all traces of Jewish culture, language, and religion from Russian life.

We cannot force the Russians to abandon this senseless course. We cannot even, I fear, hope to persuade them of its evil. But we can protest in the hope that, by joining in a chorus of outrage by civilized peoples everywhere, we will make them reconsider.

Events of recent years have shown that the Soviets are not entirely outside the influence of world opinion. If by our passage of this resolution, we contribute even just a small new measure of awareness on their part of how seriously the world views their barbarous conduct, then we shall have accomplished a most valuable deed. I sincerely hope the House will move to a speedy consideration of this resolution.

DISTRIBUTION OF RESEARCH AND DEVELOPMENT FUNDS TO EDUCATIONAL INSTITUTIONS PER SCIENTIST EMPLOYED

(Mr. ROUSH asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. ROUSH. Mr. Speaker, in the studies of the House Subcommittee on Science, Research and Development on the geographical distribution of Federal research and development funds we find one criterion involving the number of scientists employed in educational institutions.

I believe a majority of my colleagues will agree an intimate connection can be assumed to exist between scientists in academic life and the research conducted by the educational institutions. It then follows that the number of scientists employed by the various educational institutions provides some measure of the research and development capabilities and potential of the institution.

Starting from this point a familiar pattern of distribution develops when we break down the dollars for research and development performance to educational institutions on the basis of per scientist employed by the institutions.

Patterns of research and development fund concentration which emerged in other methods of comparison are closely paralleled in this specific measurement of distribution. The other methods revealed high concentrations in the West, a portion of the East and a portion of the South. In this measurement the West and East remain as areas of high concentration of such funds.

Of the seven States of Ohio, Indiana, Illinois, Iowa, Michigan, Minnesota, and

Wisconsin only Illinois exceeds the national average of approximately \$25,000 in research and development funds per scientist employed in educational institutions in this area. Even then this one State exceeds the average distribution by only \$4,800. The shares of other States range from a high of \$15,000 per scientist in Michigan down to only \$9,000 in my own State of Indiana. In between these we find Minnesota, \$13,800; Iowa, \$13,000; Ohio, \$11,000; and Wisconsin, \$10,900.

Leading the national list is New Mexico with \$163,000 per scientist followed by Nevada with \$109,000 and California with \$63,000 per scientist. At the very bottom of the list is Maine with only \$4,000 per scientist.

I think also it should be noted only 8 of the 50 States exceed the national average on this basis of distribution. I believe also these facts lend further support to my view that this matter of the uneven geographic distribution of Federal research and development funds is involving our national interest.

LEGISLATION TO PERMIT REGULATED TRUCKERS TO CARRY MAIL

(Mr. DULSKI asked and was given permission to address the House for 1 minute to revise and extend his remarks, and to include extraneous matter.)

Mr. DULSKI. Mr. Speaker, I am today introducing legislation which will let regulated truckers carry mail. This proposal would allow the Post Office Department to ship mail between cities by truck on the same basis it now ships mail by train and by plane.

I have been warning the railroads for years that their constant reductions in passenger service would force the Post Office Department to seek other means of delivering the mail in order to provide prompt service which the American public has a right to expect.

I recognize the fact that the railroads have had to meet a changing pattern of passenger operations, but I do not feel that adequate consideration has been given to the needs of the mail service.

I continue to be fully sympathetic with the plight of the railroad workers who have seen their jobs fade away with the massive cutback in rail service. But it is apparent that the railroads have no intention of providing the service which is necessary to handle mail on a priority basis focused on mail-handling schedules.

The Postmaster General now has the authority to establish truck star routes for shorter runs where train service is curtailed or discontinued, but I believe that he should also have the authority to hire regulated truckers to handle the mail on both the shorter and even the longer routes between major cities. It has become a fact with respect to mail service in many cases today that mail from distant points reaches addressees faster than mail from interim points, and this is clearly a case of the interim points not being able to get their mail on the way because of cancellation of mail-carrying trains.

Regulated motor carriers long since have become an essential element of our national transportation system. They have flexibility that permits them to provide regularly scheduled service to every post office in the country.

Under unanimous consent, I wish to include the Interstate Commerce Commission's legislative recommendation No. 3 involving motor carrier transportation of mail as contained in the 78th annual report of the Commission, 1964:

ICC LEGISLATIVE RECOMMENDATION NO. 3, INVOLVING MOTOR CARRIER TRANSPORTATION OF MAIL, AS CONTAINED IN THE 78TH ANNUAL REPORT OF THE COMMISSION (1964)

In furtherance of the national transportation policy, we recommend that the Congress give consideration to amending the Interstate Commerce Act and related statutes so as to provide for greater flexibility in the transportation of mail by authorizing more efficient use of regulated motor common carriers and the new Interstate Highway System.

The new Interstate Highway System, which is moving rapidly toward completion, places this Nation's transportation system on the threshold of a new era of safe, expeditious, and economical transportation over a vast network of limited-access, multilane highways, linking major population centers of the country. This Commission has embarked upon major investigations, noted elsewhere in this report, to study the impact of the new highway network upon the Nation's transportation economy and the manner in which it can be most effectively utilized in the public interest for the movement of passengers and property.

Present statutes, however, do not permit regulated motor common carriers to transport mail on a basis similar to which railroads and airlines and motorbuses are handling it so as to fully utilize these new superhighways. Highway transportation of mail by truck must be awarded to the lowest responsible bidder. This practice does not necessarily produce the best possible mail transportation service. There is a substantial likelihood that the services of the regulated motor common carrier system are not being utilized to the same extent as those of railroads, airlines, and buses so as to preserve the inherent advantages of highway transportation as the national transportation policy directs.

The proposed amendment to the act would be in furtherance of the objective of the national transportation policy of developing, coordinating, and preserving a national transportation system (by highway) adequate to meet the needs of the postal service.

I also include a section-by-section analysis of legislation to provide for the transportation of mail by motor vehicles.

SECTION-BY-SECTION ANALYSIS OF LEGISLATION TO PROVIDE FOR THE TRANSPORTATION OF MAIL BY MOTOR VEHICLES

In the broadest terms, this legislation is designed to place motor carriers of property in a position somewhat similar to that of the railroads and airlines in the transportation of mail. The legislation is basically designed after the Railway Mail Pay Act in that it directs the Interstate Commerce Commission to establish rates and at the same time it imposes an obligation on certain carriers to transport the mail and it imposes penalties for failure to perform adequate service.

Another important feature of the legislation is the section which preserves existing law under which the Postmaster General has procured truck transportation up to this time. A section-by-section analysis of the bill follows: